

the AMCCO LOG

Published by Astoria Marine Construction Company Workers

VOL. 2

ASTORIA, OREGON * APRIL, 1953

NO. 10

STATE PERSONAGES to ATTEND LAUNCHING and PARTY

Members of the Oregon State Legislature will be special guests at the launching of AM-480. Other top state officials will also attend.

After the launching, Captain J. D. Shaw, Commander, Columbia River Groups, Pacific Reserve Fleet, and Captain E. A. McFall, commanding officer of the U. S. Naval Station at Tongue Point, will entertain the members at Tongue Point. They will tour the Station and Officer's Club.

AMCCO will be host to the group at a 5

p.m. cocktail party at the Gearhart Hotel, after which a buffet supper will be held at the hotel with the Astoria Chamber of Commerce as host.

This will be the fourth time members of the Legislature have been entertained by an Oregon city during this session. It will be the first time a legislative group has visited Astoria in such numbers. Rarely have so many representatives of the state government been in Astoria at the same time.

STATE OFFICIAL WILL BE GUEST SPEAKER AT AMCCO LAUNCHING



RUDIE WILHELM, JR.

Rudie Wilhelm Jr., guest speaker for the AM-480 launching, has served in the State House of Representatives since 1947. He is now Speaker of the House.

Born in Portland in 1914, he is a graduate of Portland public schools and Reed College. He has been manager of Rudie Wilhelm Warehouse Company in Portland since 1940. During World War II he served four years overseas as an enlisted man and officer.

Wilhelm has been a member of such legislative committees as Labor and Industries, Military Affairs, Taxation, and Ways and Means. Since 1949, he has been on the State Emergency Board and acted as chairman of the interim committee on administrative reorganization.

AMCCO TO LAUNCH AM-480

SATURDAY, APRIL 11th

The third minesweeper of AMCCO's five-ship contracts, AM-480, is scheduled for an 11:45 a.m. launching Saturday, April 11. The program will begin at 10:30 with a band concert by the Tongue Point Naval band.

Joe Dyer will be master of ceremonies. Rudie Wilhelm Jr., speaker of the Oregon State House of Representatives, will be guest speaker for the event. Speaking for the Navy will be Captain J. D. Shaw, Commander of the Columbia River Groups at Tongue Point.

Mrs. Rudie Wilhelm Jr., wife of the guest speaker, will sponsor AM-480.

Following the ceremony, sandwiches and coffee will be served.



MRS. RUDIE WILHELM, JR.

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Published periodically by
Astoria Marine Construction
Company Workers

Vol. II - NO. 10

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MACHINE SHOP

By Pete Miller

Despite the immense mechanization of the average machine shop, the hand processes, such as filing, layout fitting and the various computations involved, remain of first importance.

However, these skills are hidden to the casual observer by some of the more spectacular operations in our shop. Most of our work recently consists of machining the thousands of castings and fastenings for the AM vessels. Previous to the actual building of the ships, this shop played an important part in the development of the special equipment in the lamination department, such as the glue press, binding jigs and turn table planer.

Our lathes turned out many of the special tools such as shear ring recess cutters, spofacers and, most important but almost never mentioned, "The Thing".

And backing up our lathes is the versatile universal milling machine. This machine, in my estimation, is the most fascinating and interesting machine in the shop. It is responsible for our way of life, our high standard of living. It is the father of mass production and the interchangeability of machined parts.

Eli Whitney invented this machine after he entered into a contract with the Army to supply rifles. This contract had a completion date, as most contracts do. As the date drew near, Whitney had made no deliveries. A rival contractor had been delivering a few rifles at a time. As a result, Whitney was threatened with disqualification. But he delivered the entire order at once, every one the same, every part identical and interchangeable; worn or lost parts could be replaced in the field just as we replace a worn automobile part.

I might be prejudiced. My mother's great-granddad was Eli Whitney.

DYER HOLDS DINNER FOR SAFETY GROUP

Safety Committee members and other key men in their departments were guests of Joe Dyer at a turkey dinner at the John Jacob Astor Hotel, Thursday evening, March 26. Cocktails preceded the 7:15 dinner.

Chairman Bill Earl emceed the after-dinner program. Brief talks were given by John Keatley for management and Pete Miller for the Safety Committee. A movie, "Battle of Britain", taken in London during the blitz, rounded out the evening's events.

NEW CONTRACT

AMCCO was awarded a new repair contract at Tongue Point on March 24. Of two bids submitted, AMCCO's was the lower. Work will be done on a group of seven ships and will result in increased employment at the Tongue Point yard during the next few months.

ARE YOUR EYES SAFE?

By Pete Miller

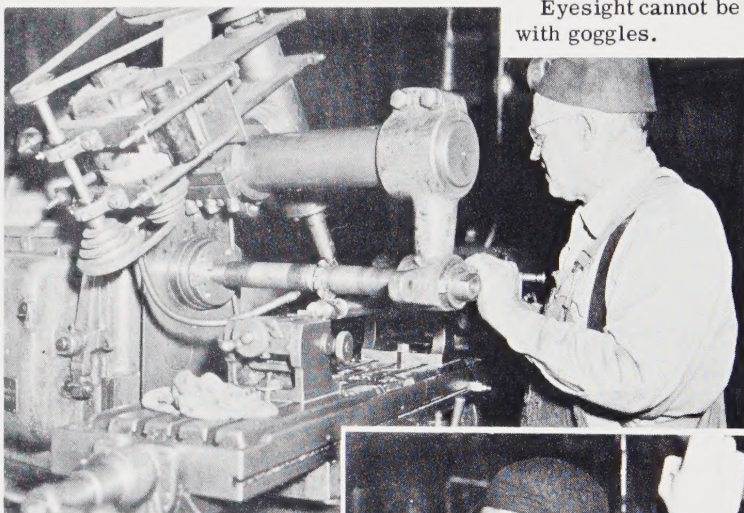
It is said that over 90 per cent of our actions are controlled by our eyes, and we should take every available precaution to safeguard them. Unfortunately, our work often subjects our eyes to many dangers.

Flying emery dust, broken tool bits and many other hazards endanger the eyes--to say nothing of plain eyestrain, which is especially noticeable on the night shift.

We can avoid a good share of eye accidents by wearing goggles whenever we are doing work that might endanger our eyes. These goggles can be obtained at the tool room. They are charged against the name of the wearer, and do not have to be returned from day to day.

Those who wear glasses, or should wear them can obtain safety glasses ground to their proper correction at a nominal cost. Arrangements can be made at First Aid.

Eyesight cannot be replaced--guard yours with goggles.



The milling machine, the shop's most universal piece of equipment, is run by Machinist Art Burgess.

Machinist Apprentice Jim Johnson drills check valves . . . one of the simpler operations in AMCCO's machine shops.



Perry Parker . . . Back at his wartime spot.

Social Notes...

Taking time for a mid-March wedding was Karl W. Pakkala, Lewis and Clark shipwright. His bride is Ida S. Makey. The newlyweds honeymooned in California.

Allan Bernhoff, Port Docks storekeeper, and Clarence Johnson, Tongue Point man now at Lewis and Clark, took a nationwide tour during March. They left Astoria late Wednesday, March 18, to fly to Detroit for a new car. From there, they traveled to the East coast, to Florida and other southern states. They returned to Astoria in early April.

Ronnie Larson, Lewis and Clark shipwright apprentice and Marilyn Hjorten were married in a 2 p.m. ceremony at St. Mary's Catholic church in Astoria on Saturday, March 21.

Marilyn wore a pink suit with blue accessories and a white orchid. Charlotte Ward, her maid of honor, also wore a pastel suit and accessories.

Best man was Pat Hjorten, brother of the bride.

Following the service, a reception was held at the home of Marilyn's aunt and uncle, Mr. and Mrs. Roscoe Miles. The newlyweds left immediately for a coastal honeymoon.

Ronnie is the son of Mr. and Mrs. James Larson, and Marilyn is the daughter of the Hjalmer Hjorten's. Hjalmer is a shipwright at the yard.

Machinist Jesse West will celebrate 11 years with AMCCO on April 15.

LOST TIME ACCIDENTS March

KARL PAKKALA - Shipwright - fell between two beams, strained muscles in chest. Lost 16 days, which cost him in actual money, a loss of \$195.20.

JAMES E. O'CONNOR - Painter Leadman - stepped off gang plank onto a cable, twisting left foot. Sprained left foot. Lost 1 day - Cost \$11.02.

BURCH P. ANDERSON - Laborer - cleaning up in glue room, slipped and fell. Painful lower back. Lost 5 days - Cost \$39.91.

BRUNO STENHOLM - Shipwright - stacking heavy timbers in close quarters, twisted back. Lost 14 days - Cost Mr. Stenholm \$217.16.

One workman's accident this month was especially costly to him because he did not report his injury or consult his Doctor until he had already lost nearly 2 weeks time. Compensation for time loss is paid according to the report of the Doctor, so it is necessary for you to consult him immediately, especially if your injury necessitates time loss.

Report all injuries immediately to your Medical Department, even tho they do not seem important at the time. Then they will be on record, should trouble develop later on.

COULD THIS BE CAULKER ED?



The caulking boys rigged up a striking resemblance to Caulker Ed Berg in one of the store rooms back of the administration building. Ed was sick, and to keep from missing him, the boys formed a lifelike sitting dummy of real clothes and a paper bag head.

THE DODD'S CELEBRATE 38 YEARS



Tom Dodd and his wife Marie celebrated their 38th anniversary March 8. They were married in Indiana and came to Portland in December, 1939. Since June, 1951 they have lived in Seaside. Tom, a pipefitter, has been at AMCCO the past year and a half. The Dodd's have a special hobby of tropical fish, and have devoted a room of their home to their many aquariums.

AMCCO'S INSURANCE PROGRAM PROTECTS EMPLOYEES →

These identical checks were presented to Paul Seth Ek, brother and sole beneficiary of Robert Ek, AMCCO employee who was accidentally killed in a traffic accident on January 28. Double indemnity was paid due to the accidental nature of the death. The benefits were the first paid for an off-the-job death of an AMCCO person under the Occidental Life insurance program carried by the Company.

BABY WINNER

Two machine shop "Arts" played roles in the final baby picture contest. The subject was Art Burgess, and winner of the \$5 for identifying him was Art Goldie. Art (Goldie, that is) said he remembered something about Art (Burgess) mentioning Pennsylvania not too long ago.

If you've any ideas for a new contest, slip them in the suggestion box near you.

WAY BACK WHEN

December, 1943

The moving of the offices of the Supervisor of Ships representatives at AMCCO from its old location in the second story of the administration building to its new quarters has been completed. The new Navy offices, as they are popularly designated, are in the newly renovated building formerly occupied as a home by Yard Superintendent Clair Mansker. The Manskers have taken up residence in the former Dyer residence near the yard.

January, 1944

Seen from ... The Crow's Nest

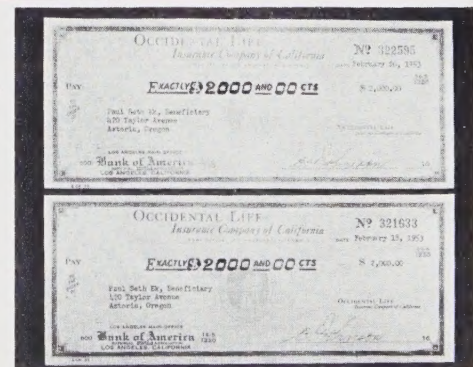
Vince Zankich borrowing the yard truck from the (New Year's) party committee to pick up some parts uptown on the first work day of the New Year and getting a ticket from the State Police for not having a new license on the truck.

May, 1944

Little did the Port gang realize, when they were kidding Matt Madsen, hard-working warehouseman, about a fiery subject, that their joke was also a prophecy.

Matt was to be chauffeured over to one of the other piers by pick-up driver Pearl Helle, who is easily distinguished by a golden sun-down head of wavy hair. The kidder shouted after him, "Don't catch fire with the red-head, Matt."

They started to drive away. Matt sniffed twice, excitedly muttered something about a fire and tumbled out of the truck slapping his legs, smoke wafting from his britches. He had a pocketful of common matches, had ignited them sliding onto the front seat, and burned a big hole in his pocket. Matt hasn't heard the end of that joke, yet.



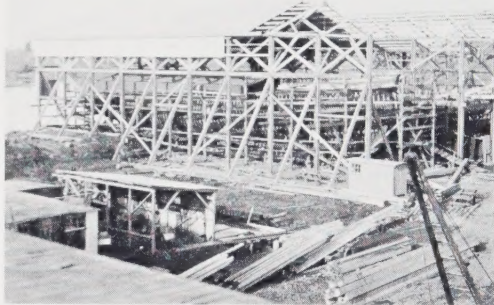
AMCCO WENT TO WAR, TOO!

THIS IS THE SECOND IN A SERIES OF STORIES ABOUT ASTORIA MARINE CONSTRUCTION CO.



AMCCO became a war plant in late summer, 1941. The above picture shows the outdoor construction of the keels of YMS 100 and YMS 101. It was taken at 11 a.m. August 28.

Several months later, new buildings were erected around and above the minesweepers. AMCCO facilities were growing like their war productions. The war brought many changes. Both Clair Mansker's home and Joe Dyer's were taken over for Navy office space. The main yard office building was remodeled. The yard itself was reorganized to provide the speediest, most efficient working system.



AMCCO's fourth war contract was received in December, 1942, for two Navy patrol ships, PC 1464 and PC 1465. The keels were laid on the ways of YMS 139 and YMS 140 immediately after their launching. Although similar to the minesweepers, they were designed for patrol and submarine chaser duties, with greater ordnance and more crew capacity. They were 136' long and the first of wooden construction in this area.

In early December, 1943, PC 1464 was christened by Mrs. Evelyn Thompson. On December 27, PC 1465, shown in the picture here, was christened by Gloria Macklin, daughter of Mrs. Clair Mansker. The commissioning ceremony was held February 15, 1944, with Lt. Donald L. Case taking command.

The minesweeper program was begun with YMS 100, launched at 11:18 a.m. April 12, 1942 and sponsored by Mrs. Joe Dyer. A V-mail Christmas card from the crew read "Greetings Joe, Aloha, Merry Xmas and stuff to you, Mrs. Joe, Tommy, and everybody. From the boys on YMS 100, "George", "Coop", "Mizoop", P.S. Heinie, too"! It was sent from somewhere in the South Pacific, where they spent three years before returning to AMC CO. The pictures show YMS 100 as she left and as she returned.



The YMS's gained fame in many ways. One was the feature ship for an article on minesweepers in Our Navy magazine. A natural-color cover showed the bridge and foredeck of a minesweeper. The article itself was topped with a 3-column pic of YMS 138, built during AMCCO's second contract and launched in April, 1943.

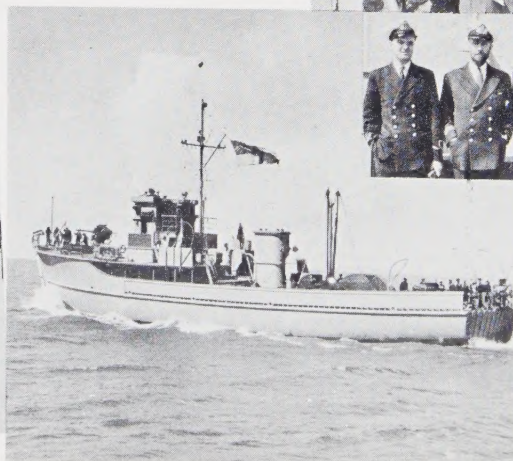
Astoria newspaper advertising carried shots of YMS 103. A picture of it was also used by the Chamber of Commerce for 1943 membership cards.

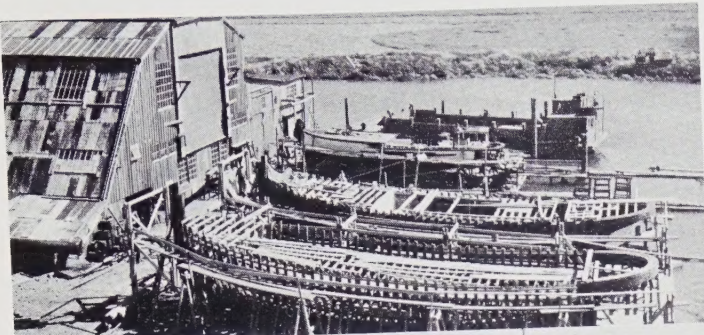
Letters from the officers and crews of AMCCO-built minesweepers showed that the ships had served in every South Pacific area, often on convoy duty. They wrote in high praise of the quality of workmanship. Ensign E. J. Jalli, who took YMS 135 from the yard, told of her experiences through wild storms and how she reached harbor with every piece in the hull in place and not a bolt loose. Similar letters came from other commanding officers.

Among the last contracts of the war years were two received in the fall of 1944. In August, AMCCO began construction of two YP's, refrigerated food cargo carriers of Tuna Clipper type. In September, they began pre-commissioning work on a group of AP-5's, attack troop ships, at the U. S. Naval Station.



Typical of AMCCO's minesweepers, YMS 137 was launched March 19, 1943, and christened by Barbara Snow, daughter of the Sidney Snow's. Many sponsors, like Barbara were selected from a list of employee's daughters. The YMS 137 became BYMS 937, a British minesweeper under the command of Lt. J. Cramer-Parry. At Christmas, 1943, AMCCO received a note from Cramer-Parry, with a London address from "somewhere in West Africa". He wrote "To wish the Directors, Management and Staff a very happy Christmas, and good luck, prosperity and victory in 1944."

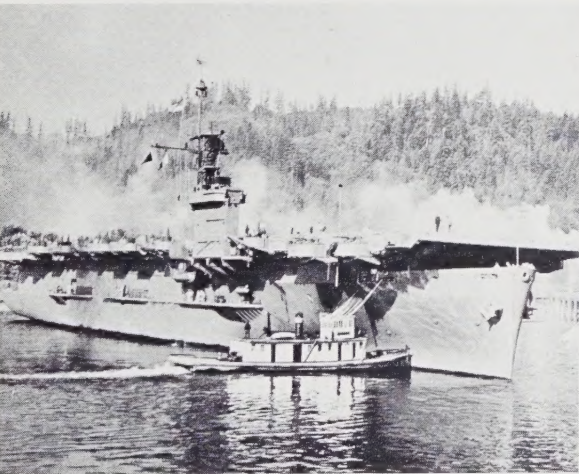




In addition to the contract for the PC's, December, 1942 brought a contract for a group of four Navy harbor tugs, YT 312 through YT 315. The first was begun December 21 on the original ways. Above, YT 314 and YT 315 are seen in the framing stage on July 19, 1943. At right, YT 314 takes a trial run in January, 1944. It had been launched November 29 and christened by Alma Helmersen, daughter of Shipwright Conrad Helmersen.



The Navy was not alone in its bid for AMCCO ships. The U. S. Army Transport Corps requested 15 towboats in July, 1943. Delivery was scheduled for the end of 1943. They were built along assembly line methods, with four or five under construction at a time. Completed, the 46' boats were shipped by railroad to other ports, with pilot houses stowed on after parts of decks.

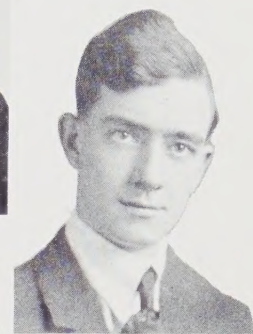


It was called CVE and it was a rush job from July, 1943 to July, 1944. In giant contrast to the MTL towboat contract, CVE involved outfitting 50 flat tops built by Kaiser. The contracts were signed with the Puget Sound Navy Yard, and according to a Log article, directed AMCCO "to make certain changes dictated by battle experience since design of the vessels, install specified secret fighting equipment and other basic pieces of work preparatory to other secret installation and installing of miscellaneous equipments and accessories."

The first completed was Casablanca, and one year later to the day, Munda, the 50th carrier, was commissioned. In the photograph is the Liscome Bay shortly before she left the Columbia. She was later reported sunk in battle.



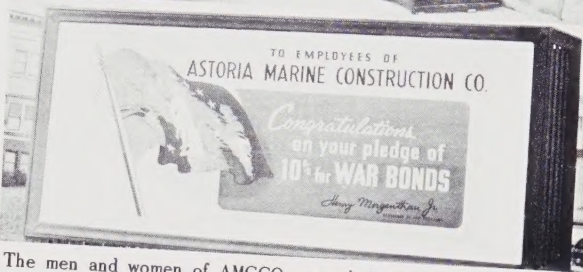
Department heads . . . in 1943 . . . from left to right, Clair Mansker, Al Regner, Harold Dahlgren, Truman Cook and John Omundson.



WALT MEADOR . . . AGE 21



BOB TAYLOR . . . IN 1936



The men and women of AMCCO gave their time for the building of ships, and their money for bonds. During 1942, bond campaigns were directed toward winning a Treasury T-flag, the reward for 100% participation in the 10% program. By the first of 1943, all employees had agreed to deduction of 10% from gross pay for war bonds. On February 8, at the launching of YMS 136, the T-flag was presented.

During the fifth war loan drive, employee purchases totaled \$82,800, achieved through salesman contests for a turkey dinner. The losing team ate hamburgers.



CHARLIE UTTERBACK IN 1943



AMCCO employees took time out for fun, too. They took part in the only civilian softball team in Astoria during 1944, to win 9 games and lose only 2. They took time, too, one day in 1944 for the welder wedding of Garnet Verschuren and Harold Johnson. The wedding was held in the yard, with the newlyweds wearing their welding garb. There was a giant New Year's party that year, too, on January 8 at Suomi Hall. And there were the bond campaign dinners and other social events that lightened the rush of the building schedule.



GEORGE SHEAHAN . . . IN 1943



"For outstanding production". . . the war was nearing an end and AMCCO's all-out war construction program was nearing completion, to be rewarded with the Army-Navy E flag. It was presented in ceremonies August 15, 1944, by Capt. L. D. Whitgrove, Supervisor of Shipbuilding for the area. Holding the flag are Richard Girdler, employee spokesman, Joe Dyer and Capt. Whitgrove.

90.39.12

AMCCO BIRTHDAYS IN APRIL



4/1 Raymond F. Justen
4/1 George Haarala
4/2 Roger A. Nordlund
4/6 Leslie L. W. Dorman
4/6 Patricia L. White
4/6 George W. Zivic
4/7 Levi J. Bly
4/7 Dewey A. Dunn
4/8 J. Stanley Best
4/8 Walter Paulson
4/9 Thomas Mattson
4/9 Roy McKendrick
4/9 George C. Jefferis
4/11 Andrew J. Ewenson
4/11 Amos D. Hansky
4/12 Elmer A. Maize
4/13 Arthur J. Hendrickson
4/13 William K. Johnson
4/14 Oscar F. Niemela
4/14 John K. Wirkkala

4/15 Joseph J. DeRoss
4/15 Veikko A. Leppinen
4/15 Wayne B. Jones
4/17 Arthur J. Filliger
4/18 Emery Bartells
4/18 Gilbert Pitkanen
4/19 Thomas E. Boyle
4/19 Fredrick A. Thompson
4/19 Percy H. Peterson
4/22 Russell G. Fryett
4/23 William E. Connolly
4/23 George A. Huhtala
4/23 Bessie B. Tenny
4/24 Harry L. Beringer
4/26 Robert E. Hanberg
4/26 Reino A. Mattila
4/26 John G. Cederberg
4/27 Ralph J. Leslie
4/27 Ludwig H. Schairer
4/27 Delbert E. Shepherd
4/28 Frank O. Taylor
4/28 Charles A. Jumisko
4/29 Philip T. D'Agostino
4/29 Ivan O. Farley
4/29 Joseph L. Hillard
4/29 William U. Maki
4/29 Charles R. Mulkey
4/29 Edward E. Smith
4/30 Heinz J. Fick

New Notes FOR MARCH



Name	Badge No.	Occupation
Robert L. Shoop	440	Pipefitter
Levi J. Bly	332	Pipefitter
Franklin C. Clayson	314	Pipefitter
Sewell V. Conroy	333	Electrician's Helper
Billy W. Day	467	Pipefitter's Helper
Milton T. Morgan	469	Electrician's Helper
Chester W. Rich	423	Pipefitter's Helper
Robert G. Louder	778	Pipefitter's Helper
George M. Frink	336	Storekeeper
Earl Schleicher	334	Shipwright
William E. Hayes Jr.	337	Pipefitter's Helper
Almon W. Brown	331	Pipefitter
Richard W. Turner	335	Rigger
Edward E. Smith	338	Pipefitter Specialist
Arthur D. Johnson	339	Electrician's Helper
Vernon E. Johnson	552	Electrician's Helper
David W. Eccles	102	Industrial Relations & Security Director
Leonard R. Gerritse Jr.	340	Shipwright
Robert V. Sickler	690	Pipefitter's Helper
Donald R. Bollinger	693	Pipefitter's Helper
Henry L. Hanson	699	Pipefitter Specialist
Lawrence R. Marsh	578	Electrician
Earl J. Orander	59	Shipfitter
Thelma I. Christie	341	Stenographer
Dee R. Hubbard	116	Shipwright
Oscar L. Peterson	1756	Machinist
Boyce H. Smart	2173	Machinist Leadman
Carl A. Eastland	1617	Machinist
Gusti F. Saxberg	819	Pipefitter Specialist



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